

# STOCK MARKET IS MUCH NEGLECTED

## Feeling of Suspense, Due to Several Causes, Represses Activity of Dealers.

NEW YORK, July 30.—The stock market was much neglected to-day, and for a large part of the time was practically idle. Contributing to this result was a feeling of suspense over the delayed announcement of the plan of settlement of the Erie Railroad and Lake Erie stock maturity. Some influence toward repression of activity was caused also by the announcement of the intention of the government to press all cases pending against railroads, for granting of rebates or for like offenses. There is some apprehension that this mood of the government authorities may affect the desire of the railroads to advance freight rates, for which a benevolent view from the Interstate Commerce Commission was, at one time, counted upon. The copper stocks showed considerable strength. Reports of damage to spring wheat from rust, affected the price of wheat, and was an influence on stocks. Last prices of stocks shows small declines from yesterday, as a rule, but the fluctuations were so narrow as to give little significance to the day's changes. Bond prices were regular; total sales, par value, \$2,904,000. United States bonds were unchanged on call. Total sales of stocks to-day amounted to 426,000 shares.

NEW YORK, July 30.—Close: Prime mercantile paper, 3-20; per cent. Sterling exchange, with actual business in bankers' bills at \$4.86 for demand and at \$4.85 for 30 days. Time loans, money market, active and firm; sixty days, 2 per cent; ninety days, 2-1/4 to 2-1/2 per cent; six months, 4 per cent.

### RICHMOND STOCK MARKET.

Richmond, Va., July 30, 1908. SALES AT BOARD.

Virginia 30, Old—1,000 at 90 1/2. Virginia Centuries—1,000 at 90 1/2. Virginia-Carolina Chemical pfd, 8 p. et.—1 at 102 1/2, 7 at 101 1/2.

### STATE SECURITIES.

North Carolina 4 1/2, 1910, 99. North Carolina 4 1/2, 1915, 118. Virginia 30, Old—1,000 at 90 1/2. Virginia Centuries—1,000 at 90 1/2.

### CITY SECURITIES.

Rich. City 4 1/2, 1910, 99. Rich. City 4 1/2, 1915, 118. Virginia 30, Old—1,000 at 90 1/2. Virginia Centuries—1,000 at 90 1/2.

### RAILROAD BONDS.

A. C. L. R. R. Col. 4 p. et. 103. A. C. L. R. R. Col. 4 p. et. 103. A. C. L. R. R. Col. 4 p. et. 103. A. C. L. R. R. Col. 4 p. et. 103.

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# OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By THOMAS BRANCH & CO., Bankers and Brokers.													
SALES:	Open.	High.	Low.	Closing.	Bid.	Asked.	SALES:	Open.	High.	Low.	Closing.	Bid.	Asked.
Allis-Chalmers.....	...	...	...	11	11 1/4	...	400 Int. Metropolitan, pfd.....	31	31 1/2	31	30 1/2	31	31 1/2
Allis-Chalmers, pfd.....	...	...	...	23 1/2	24	...	Int. Mer. Marine, pfd.....	...	...	...	21	21	22
40,000 Amalgamated Copper.....	75	75 1/2	74 1/2	75 1/2	75	76	300 International Paper.....	10 1/2	10 1/2	10 1/2	10 1/2	11	11 1/2
100 American Cotton Oil.....	60	60 1/2	59 1/2	60	60	60	Int. Paper, pfd.....	...	...	...	66	66	67
600 American Can, pfd.....	60	60	59	59 1/2	60	60	1,700 Louisville and Nashville.....	108	108 1/2	107 1/2	108	108	109
800 Amer. Car and Foundry.....	30 1/2	30 1/2	30	30 1/2	30	30 1/2	Manhattan.....	...	...	...	136	136	137
Amer. Car and Foundry, pfd.....	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Metrop. Street Railway.....	...	...	...	25	25	26
300 American Locomotive.....	64	64 1/2	63 1/2	64	64	64 1/2	Metrop. St. Ry. & T. Co.....	...	...	...	14	14	15
1,710 American Locomotive.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	5,200 Mo. Kan. and Tex.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	65
Amer. Locomotive, pfd.....	88 1/2	88 1/2	87 1/2	88 1/2	88	88 1/2	600 Mo. Kan. and Tex, pfd.....	64 1/2	64 1/2	64	64 1/2	64	64 1/2
22,000 American Smelting.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	9,200 Missouri Pacific.....	71 1/2	71 1/2	70 1/2	71 1/2	71 1/2	72
600 American Sugar.....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	2,000 National Lead.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	108
American Tobacco, com.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	7,200 Northern Pacific.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	75
600 American Tobacco, pfd.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	1,200 Pacific Mail.....	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	27
11,800 Anaconda Copper.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	5,000 Pennsylvania.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
8,100 Atchafalpa.....	93	93	92	93	93	93 1/2	300 People's Gas.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	33
100 Atchafalpa, pfd.....	93	93	93	93	93	93 1/2	220 Pressed Steel Car, pfd.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
600 Atlantic Coast Line.....	93	93	92 1/2	93	93	93 1/2	4,100 Reading.....	118	118 1/2	117 1/2	118 1/2	118 1/2	119
5,070 Baltimore and Ohio.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	2,000 Republic Iron and Steel.....	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	74
2,200 Brooklyn Rapid Transit.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	2,200 Rock Island.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	19
3,350 Canadian Pacific.....	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	4,100 Reading.....	118	118 1/2	117 1/2	118 1/2	118 1/2	119
300 Chesapeake and Ohio.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	2,000 Republic Iron and Steel.....	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	74
1,800 Chicago Great Western.....	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	2,200 Rock Island.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	19
9,000 Chi. Mil. and St. Paul.....	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	2,200 Rock Island, pfd.....	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	34
4,500 Chicago and Northwest.....	168	168 1/2	168 1/2	168 1/2	168 1/2	168 1/2	4,000 St. Louis and San Fran.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	93
Clev. Cin. Chi. and St. L.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	4,000 St. Louis and San Fran, pfd.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	93
1,550 Colorado Fuel and Iron.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	6,000 Southern Pacific.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	93
200 Colorado and Southern.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	1,500 Southern Railway.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	20
700 Col. and South, 1st pfd.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	2,000 Southern Railway, pfd.....	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	49
100 Col. and South, 2d pfd.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	2 Standard Oil.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	65
60 Consolidated Gas.....	138 1/2	138 1/2	138 1/2	138 1/2	138 1/2	138 1/2	12,500 Tennessee Copper.....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	38
300 Delaware and Hudson.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	200 Texas Pacific.....	25	25 1/2	25 1/2	25 1/2	25 1/2	26
150 Distillers Sec. Cor.....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	1,500 Union Pacific.....	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	11
8,700 Erie.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	3,000 United States Rubber.....	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	28
2,400 Erie, 1st pfd.....	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	1,500 United States Steel.....	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	48
900 Erie, 2d pfd.....	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	1,000 Va.-Car. Chemical.....	25	25 1/2	25 1/2	25 1/2	25 1/2	26
150 General Electric.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	100 Va.-Car. Chemical, pfd.....	25	25	25	25	25	26
100 General Northern, pfd.....	136 1/2	136 1/2	136 1/2	136 1/2	136 1/2	136 1/2	1,000 Wabash.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	19
7,400 Great Northern Ore.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	4,700 Wabash.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	19
1,050 Illinois Central.....	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	400 Western Union.....	66	66 1/2	66 1/2	66 1/2	66 1/2	67
200 Int. Metropolitan.....	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	Total sales, 436,500 shares.						

## CLOSING BOND QUOTATIONS.

U. S. refunding 2d registered.....	103 1/2	Chicago, R. I. and Pac. R. R. 4s.....	60 1/2	N. Y., N. H. and H. conv. 6s, etts.....	120 1/2
U. S. refunding 2d coupon.....	103 1/2	Chicago, R. I. and Pac. R. R. 4s.....	60 1/2	Northern Pacific 4s.....	107 1/2
U. S. refunding 3d coupon.....	103 1/2	Chicago, R. I. and Pac. rdg. 4s (bid).....	84 1/2	Northern Pacific 3s.....	72 1/2
U. S. 2 1/2 coupon.....	100 1/2	C. C. and St. L. 4s (bid).....	90	Norfolk and Western conv. 4s.....	70
U. S. 2 1/2 coupon.....	100 1/2	Colorado 4s.....	62	Omaha Street L. refunding 4s.....	100 1/2
U. S. 3s coupon.....	100 1/2	Colorado Midland 4s (bid).....	82	Pennsylvania conv. 3 1/2s 1915.....	93 1/2
U. S. 4s registered.....	120 1/2	Colorado and Southern 4s.....	92	Pennsylvania consol. 4s.....	102 1/2
U. S. 4s coupon.....	120 1/2	Delaware and Hudson 4s.....	109 1/2	Pennsylvania General 4s.....	87 1/2
American Tobacco 4s.....	75 1/2	Denver and Rio Grande 4s.....	92 1/2	Republic of Chile 4s.....	100 1/2
American Tobacco 4s.....	75 1/2	Erie prior lien 4s (bid).....	85 1/2	St. Louis and Iron Mountain conv. 6s.....	107 1/2
American Tobacco 5s.....	107 1/2	Hocking Valley 4s.....	103 1/2	St. Louis and San Francisco 4s.....	68 1/2
Atchafalpa 4s.....	90	Interborough Metro. 4 1/2s.....	61 1/2	St. Louis Southern conv. 4s.....	95 1/2
Atchafalpa 4s.....	90	Japan 4 1/2s.....	93 1/2	Seaboard Air Line 4s.....	69 1/2
Atchafalpa 5s.....	109 1/2	Japan 4 1/2s.....	93 1/2	Southern Pacific 4s (bid).....	86
Atlantic Coast Line 4s.....	94 1/2	Leavittville 4s.....	86 1/2	Southern Pacific 4s.....	86
Baltimore and Ohio 4s.....	94 1/2	Manhattan consol. gold 4s.....	94 1/2	Southern Railway 4s.....	86
Baltimore and Ohio 4s.....	94 1/2	Mexican Central 4s (bid).....	52	Texas and Pacific 1st (bid).....	110 1/2
Brooklyn Rapid Transit 4s.....	61 1/2	Mexican Central 5s.....	52	Texas and Western 4s (bid).....	101 1/2
Central of Georgia 4s.....	104 1/2	Min. and St. Louis 4s.....	87 1/2	Union Pacific 4s.....	101 1/2
Central of Georgia 1st Int. (offered).....	74	Missouri, Kansas and Texas 4s.....	97 1/2	Union Pacific conv. 4s.....	88 1/2
Central of Georgia 2nd Int. (bid).....	106 1/2	Missouri, Kansas and Texas 2nd.....	81 1/2	United States Steel 2nd 5s.....	93 1/2
Central of Georgia 3rd Int. (bid).....	106 1/2	National 4s.....	81 1/2	Western Md. 4s.....	72
Chesapeake and Ohio 4 1/2s (offered).....	101 1/2	New York Central 4s.....	91 1/2	Whelan and Lake Erie 4s.....	83 1/2
Chicago and Northwest 4s.....	168 1/2				